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1. The 2x1.5-km Korosten ($28^{\circ}39' N/50^{\circ}57' N$) airfield, Ukrainian SSR, is about five km north of the town, south of Bekhi ($28^{\circ}41' N/51^{\circ}1' N$), between the railroad line and the road.
2. There was much flying with fighters similar to the Me-109 and twin-engine as well as with three-engine aircraft. Firing and bomb release practices over the tank training grounds north of Bekhi were also observed.
3. The airfield is north of Korosten between the road and the railroad line to Mosyr ($29^{\circ}16' N/52^{\circ}03' N$), about two km north-east of the railroad station. The field was the size of Hamburg-Puhlsbuettel and had an old 1,500x25-meter concrete runway. The landing field was well leveled and had a grass cover.
4. The airfield had four hangars (see Annex). A three-story 30x25-meter building (officers' billets), two four-story barracks buildings, 70x40 and 80x30 meters respectively, and a destroyed barracks building which was being dismantled, are east of the road.

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5. sixty to seventy aircraft, mostly IL-2s, the remainder fighters and trainers besides some twin-engine bombers, were stationed at the airfield. There was little flying. Individual flights and formation flying were seen.
6. about 60 officers and 500 to 600 EM wearing uniforms with blue service color were quartered in the barracks buildings.
7. The airfield northeast of Korosten covered about five square kilometers and had an about 50-meter-wide concrete runway. Three barracks buildings southeast of the airfield were occupied by air force personnel.
8. The field was heavily occupied by aircraft of all the known types, but mostly single-engine fighters. Individual parachute jumps were seen.
9. The 2x3 km airfield north of Korosten had a N-S runway, 800 to 1,000 meters long and 30 to 50 meters wide. The runway had an about 20-cm cement layer. A second E-W runway of about the same dimensions was under construction. The excavation work was well under way and a 50 to 60-meter stretch was already cemented. The construction work was scheduled to be completed in two or three months.
10. Installations available at the airfield:
 - a. Three old corrugated sheet metal hangars occupied by 8 to 10 fighters each.
 - b. Three new hangars of about the same size were not yet occupied in November 1949. The foundations for three to five more hangars had been dug out.
 - c. Two reconstructed four-story barracks buildings, about 30x20 meters each.
 - d. A four-story building, 60x15 meters, officers' billets.
 - e. A repair shop and spare parts depot with a 10-meter tower with a wind cone and red and green lamps on it.
11. A fuel dump with 500 to 600 barrels of 250-liter capacity each was on the eastern border of the airfield. By its side was a long earth wall. Bombs and aircraft ammunition were stored in boxes under a lean-to roof between the earth wall and officers' billets.
12. Red lamps and three German 1.50-meter AAA searchlights were seen at the corners of the airfield.
13. In November 1949 the field was occupied by the following aircraft:
 - a. About 75 single-engine fighters, radial engine, landing gear and tail wheel retractable, fitted with a 40-mm synchronized cannon and two .50 machine guns in the wings, one rubber-covered auxiliary fuel tank in each of the wings (seen at wrecked aircraft). The old aircraft had a camouflage coat of paint, the new ones were painted silver.

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b. About 25 twin-engine bombers, radial engines projecting beyond the trailing edge of the wings, three-bladed propeller, single tail assembly, landing gear and tail wheel retractable, three-man crew, rear gunner in rear cabin, operating a flexible 20-mm machine gun.

c. About 10 three-engine transports.

d. About 20 U-2s and 20 sport planes similar to the Ar-196.

14. Flying observed between May and November 1949;

a. Individual parachute jumps made from U-2s. The parachutists carried submachine guns, machine guns or carbines.

b. Mass parachute jumps from 20 transports, about 25 men jumping from each plane. On this occasion paracans with food, radio sets, ammunition boxes and light weapons were also lowered by means of parachutes. The practices were held mostly in the morning or evening hours. The parachutists subsequently held combat practice.

c. Fighters practiced firing day and night at towed air sleeves and ground targets.

d. Bombers practiced mostly bomb release.

[REDACTED] Comment:

a. The location of the Korosten airfield four to five km north of the town is generally stated correctly. The mentioned runway was built during the German occupation and probably does not exceed the then valid standard measurements of 1,000x30 meters. The beginning of the construction of a second runway in 1949 is believed correct.

b. An estimate of the occupation of the airfield is difficult due to the divergent statements contained in the report. It is assumed that a fighter and ground attack pilot training center and a bomber unit are stationed at the field.

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